

### General Information

#### Urbanized Area Statistics - 2010 Census

5 Philadelphia, PA-NJ-DE-MD  
1,981 Square Miles  
5,441,567 Population  
5 Pop. Rank out of 498 UZAs  
**Other UZAs Served**  
287 Pottstown, PA; 0 Pennsylvania Non-UZA; 128 Trenton, NJ

#### Service Consumption

1,530,275,060 Annual Passenger Miles (PMT)  
344,297,259 Annual Unlinked Trips (UPT)  
1,124,119 Average Weekday Unlinked Trips  
644,231 Average Saturday Unlinked Trips  
417,559 Average Sunday Unlinked Trips

#### Database Information

NTDID: 30019  
Reporter Type: Full Reporter

#### Service Area Statistics

839 Square Miles  
3,797,325 Population

#### Service Supplied

91,714,092 Annual Vehicle Revenue Miles (VRM)  
7,267,103 Annual Vehicle Revenue Hours (VRH)  
2,340 Vehicles Operated in Maximum Service (VOMS)  
2,831 Vehicles Available for Maximum Service (VAMS)

### Financial Information

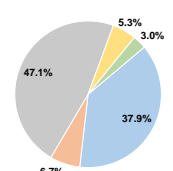
#### Sources of Operating Funds Expended

Fare Revenues	\$481,627,476	37.9%
Local Funds	\$84,413,513	6.7%
State Funds	\$598,037,454	47.1%
Federal Assistance	\$67,101,746	5.3%
Other Funds	\$37,973,470	3.0%
<b>Total Operating Funds Expended</b>	<b>\$1,269,153,659</b>	<b>100.0%</b>

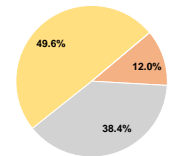
#### Sources of Capital Funds Expended

Fare Revenues	\$0	0.0%
Local Funds	\$53,514,684	12.0%
State Funds	\$171,317,396	38.4%
Federal Assistance	\$221,040,296	49.6%
Other Funds	\$0	0.0%
<b>Total Capital Funds Expended</b>	<b>\$445,872,376</b>	<b>100.0%</b>

#### Operating Funding Sources



#### Capital Funding Sources



#### Summary of Operating Expenses (OE)

Salary, Wages, Benefits	\$997,332,469	81.8%
Materials and Supplies	\$107,426,086	8.8%
Purchased Transportation	\$48,410,388	4.0%
Other Operating Expenses	\$65,589,118	5.4%
<b>Total Operating Expenses</b>	<b>\$1,218,758,061</b>	<b>100.0%</b>
Reconciling OE Cash Expenditures	\$50,395,598	
Purchased Transportation (Reported Separately)		

### Modal Characteristics

#### Modal Overview

Modal Overview	Vehicles Operated in Maximum Service			Uses of Capital Funds			
	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	1,172	-	\$142,087,713	\$3,296,593	\$13,680,306	\$9,275,434	\$168,340,046
Commuter Rail	339 <sup>2</sup>	- <sup>2</sup>	\$23,896,649	\$123,660,113	\$21,701,982	\$9,758,489	\$179,017,233
Demand Response	-	388	\$0	\$0	\$0	\$0	\$0
Heavy Rail	287	-	\$26,277,743	\$12,431,239	\$30,224,161	\$3,974,290	\$72,907,433
Street Car Rail	124	-	\$8,829,282	\$13,959,938	\$1,190,942	\$1,382,558	\$25,362,720
Trolleybus	30	-	\$0	\$244,944	\$0	\$0	\$244,944
Total	1,952	388	\$201,091,387	\$153,592,827	\$66,797,391	\$24,390,771	\$445,872,376

#### Operation Characteristics

Mode	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Passenger Miles	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Percent Spare Vehicles	Average Fleet Age in Years <sup>1</sup>
Bus	\$620,119,946	\$180,086,911	\$168,340,046	502,619,260	171,287,633	39,751,731	3,932,468	2.4	1,404	1,172	16.5%	8.7
Commuter Rail	\$269,907,283 <sup>2</sup>	\$151,498,528 <sup>2</sup>	\$179,017,233	488,952,280	37,650,714	19,286,247	868,692	0.0	404	339 <sup>2</sup>	16.1%	27.3
Demand Response	\$58,179,115	\$6,289,535	\$0	13,157,925	1,842,752	11,199,795	1,076,613	0.0	457	388	15.1%	3.6
Heavy Rail	\$188,649,160	\$107,075,638	\$72,907,433	443,501,707	100,747,758	17,112,209	880,519	0.0	369	287	22.2%	22.7
Street Car Rail	\$67,990,279	\$30,286,035	\$25,362,720	69,248,724	26,072,385	3,431,721	399,122	0.0	159	124	22.0%	38.3
Trolleybus	\$13,912,278	\$6,390,829	\$244,944	12,795,164	6,696,017	932,389	109,689	0.0	38	30	21.1%	7.0
<b>Total</b>	<b>\$1,218,758,061</b>	<b>\$481,627,476</b>	<b>\$445,872,376</b>	<b>1,530,275,060</b>	<b>344,297,259</b>	<b>91,714,092</b>	<b>7,267,103</b>	<b>2.4</b>	<b>2,831</b>	<b>2,340</b>	<b>17.3%</b>	

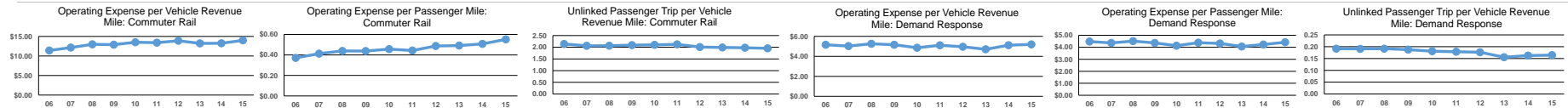
#### Performance Measures

#### Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Bus	\$15.60	\$157.69
Commuter Rail	\$13.99	\$310.71
Demand Response	\$5.19	\$54.04
Heavy Rail	\$11.02	\$214.25
Street Car Rail	\$19.81	\$170.35
Trolleybus	\$14.92	\$126.83
<b>Total</b>	<b>\$13.29</b>	<b>\$167.71</b>

#### Service Effectiveness

Mode	Operating Expenses per Passenger Mile	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Bus	\$1.23	\$3.62	4.3	43.6
Commuter Rail	\$0.55	\$7.17	2.0	43.3
Demand Response	\$4.42	\$31.57	0.2	1.7
Heavy Rail	\$0.43	\$1.87	5.9	114.4
Street Car Rail	\$0.98	\$2.61	7.6	65.3
Trolleybus	\$1.09	\$2.08	7.2	61.0
<b>Total</b>	<b>\$0.80</b>	<b>\$3.54</b>	<b>3.8</b>	<b>47.4</b>



#### Notes:

<sup>1</sup>Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.

<sup>2</sup>Includes data for a contract with another reporter.

<sup>3</sup>This agency has a purchased transportation relationship in which they sell service to Delaware Transit Corporation (NTDID: 30075), and in which the data are captured in this report for mode CR/DO.